

NEIGHBORHOOD PLAN

Vision

The Rainier Beach community wants to become a pleasant and safe neighborhood. Bringing this about is our challenge and responsibility. The attributes of our area, its diversity and natural beauty, need to be sustained. By setting forth a positive resident- and business-friendly image, we can create an enjoyable, affordable, and prosperous community.

Key Strategies

A. Henderson Street: Building a Better Boulevard

— Revitalize the street by connecting the community's commercial and civic core at South Henderson Street & Rainier Avenue S to the future light rail station at South Henderson Street & MLK Jr. Way.

B. "Beach Square": Commercial Core revitalization

— Rejuvenate the commercial shopping center of Rainier Beach by completing transportation, economic development, land use, and streetscape improvements.

C. Community Education: The Building Block of the Future

— Promote education as a means of improving the present and future for Rainier Beach's youth, adults, and seniors.



Ray Jensen's statue "Pursuit of Knowledge," in front of the Rainier Library. (Photo source: Flickr.com, James Callan)

Community Investment

- The Henderson Link Light Rail Station opened in July, 2009. The station includes artwork, a plaza at the northeast corner of Henderson and Martin Luther King Jr. Way S with landscaping, public art, seating, bicycle parking, and lighting, and connection to the Chief Sealth trail. In addition to rebuilding MLK Jr Way S, Sound Transit completed pedestrian street improvements along S Henderson St. to improve the link with Rainier Beach. Sound Transit projects 2,000 daily boardings by 2020. The anticipated travel times are:
 - To Westlake Station - 24 minutes
 - To International District/Chinatown Station - 18 minutes
 - To Tukwila International Blvd. Station - 9 minutes
- The City adopted zoning changes recommended in the neighborhood plan and station area plan around the new light rail station and at the existing commercial center on Rainier Ave S to support mixed use pedestrian-friendly development.
- Working with the community, Seattle Department of Transportation (SDOT) completed the Southeast Transportation Study to guide public and private transportation investment in Southeast Seattle through 2030 to provide greater safety, mobility, and access for all modes of travel. Completed safety improvements include: new sidewalks, traffic calming, countdown signals, LED pedestrian crossing pushbuttons, signal timing adjustments, protected left turns at some intersections, and radar speed signals.
- Libraries for All funded a 5,994 square foot expansion to the Rainier Beach Library including: increased collection capacity, upgraded equipment, better acoustics, improved lighting, and a new heating, ventilation and air-conditioning system.
- The City supported the security and beautification efforts at the Lake Washington Apartments.
- The Pro Parks Levy funded improvements to Kubota Gardens including drainage and irrigation, circulation and ADA accessibility, a new entry experience, along with maintenance and infrastructure improvements. Parks also acquired a .84 acre property adjacent to Kubota Garden.
- SDOT and Sound Transit have constructed major elements of Chief Sealth Trail – enhancing links between the Henderson area and Beacon Hill.
- The Pro Parks Levy Opportunity Fund supported improvements to Mapes Creek 52nd Avenue Walkway owned by SDOT. Improvements were designed to enhance important links between Rainier Beach High School, Rainier Beach Community Center, Rainier Beach Library, the Rainier Beach Business District and the Lake Washington Apartments Mapes Creek Walkway.

Neighborhood Plans:

WWW.SEATTLE.GOV/NEIGHBORHOODS/NPI/PLANS

Neighborhood Status Reports:

WWW.SEATTLE.GOV/DPD/PLANNING/NEIGHBORHOOD_PLANNING/STATUSREPORTS

HOUSING & EMPLOYMENT

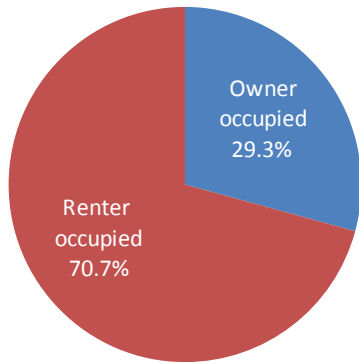
Source: 2000 Census SF-3 Block Group Estimates, except where noted. Information provided for Rainier Beach Residential Urban Village.

Comprehensive Plan 2024 Growth Targets

Rainier Beach Source: Comprehensive Plan	Land Area in Acres	Households (HH)				Employment (Jobs)			
		Existing (2004)	Existing Density (HH/Ac)	Growth Target	2024 Density (Est. HH/Ac.)	Existing (2002)	Existing Density (Jobs/Ac.)	Growth Target	2024 Density (Est. HH/Ac.)
	250	1,370	5	600	8	N/A	N/A	N/A	N/A

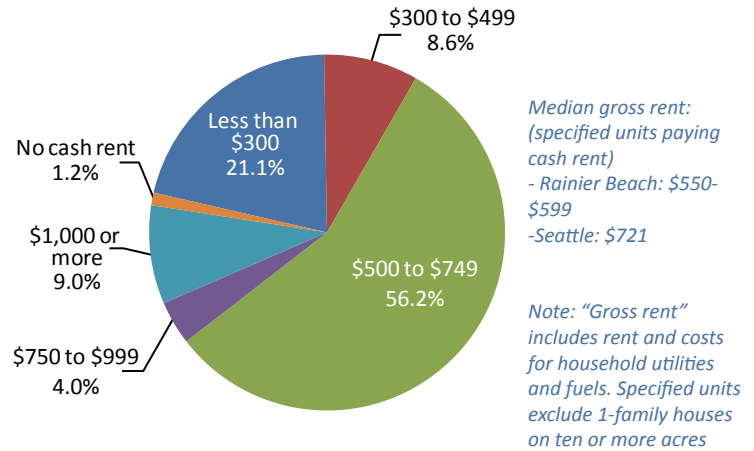
Renter or Owner Occupied

for all occupied housing units



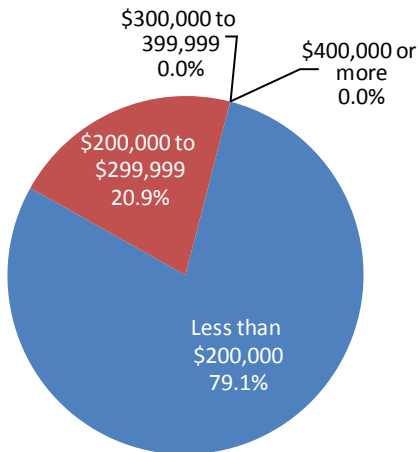
Gross Rent

for specified renter-occupied units



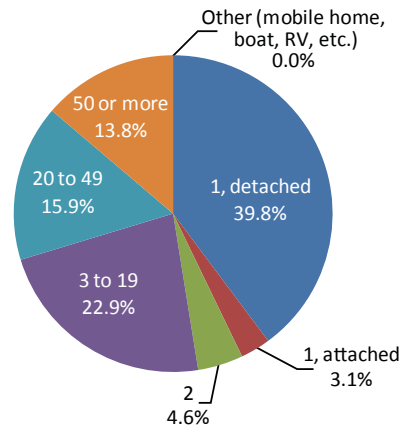
Home Value

for specified owner-occupied units

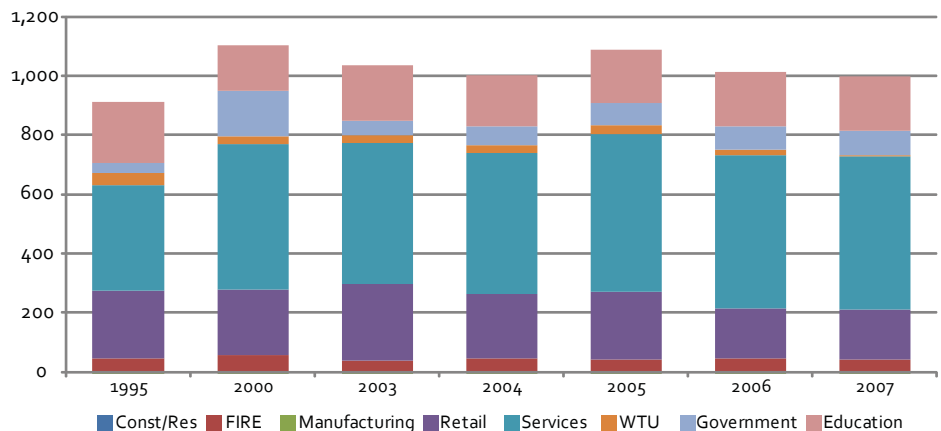


Number of Units in Structure

for all housing units



1995-2007 Employment by Sector



Development Capacity

calculated as of 2007

Housing	1,470 (units)
Commercial	97,732 (square feet)
Jobs	326

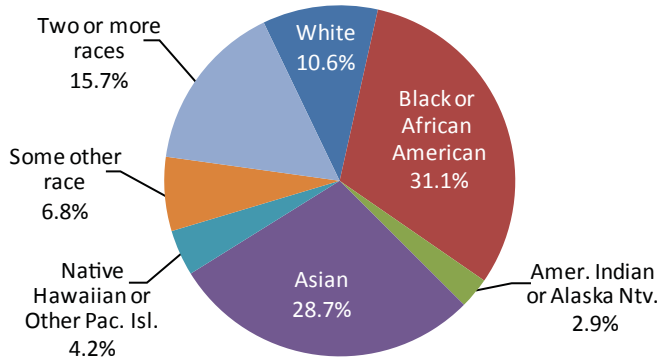
DEMOGRAPHIC SUMMARY

Source: 2000 Census SF-3 Block Group Estimates, except where noted. Information provided for Rainier Beach Residential Urban Village.

Population	2000	2007*
*estimate	3,213	3,210

Race

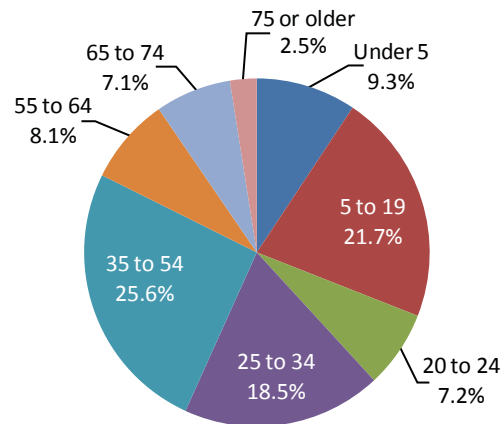
for all persons



*Latino/Hispanic ethnicity
(of any race): 14.3% of population*

Age

for all persons

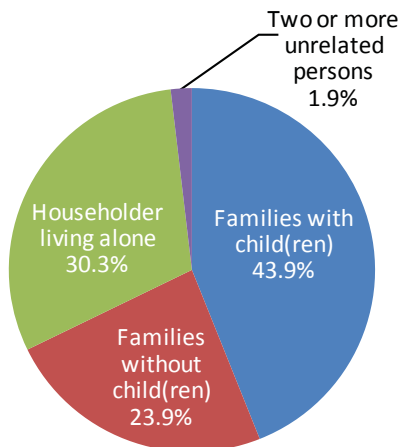


*Children (<18):
28.6% of pop.*

*Seniors (65+):
9.6% of pop.*

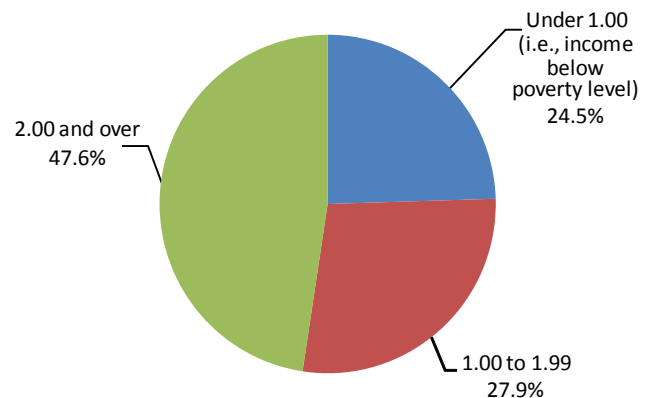
Household Type

for all households



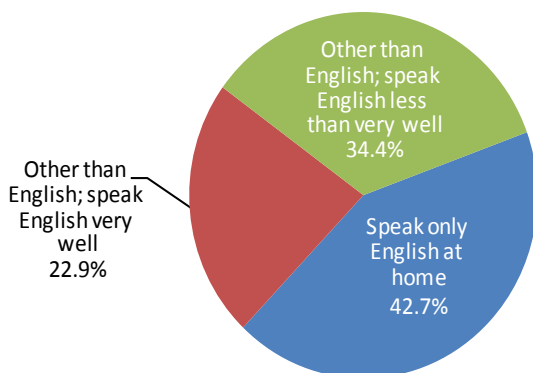
Ratio of Income to Poverty

Persons for whom poverty status is determined



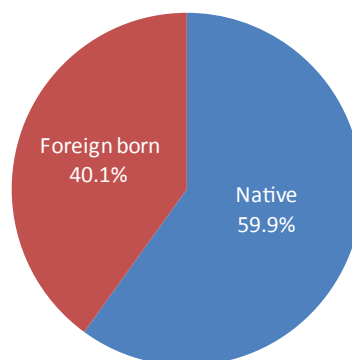
Language Spoken at Home

for persons 5 years and older



Total speaking language other than English at home: 57.3%

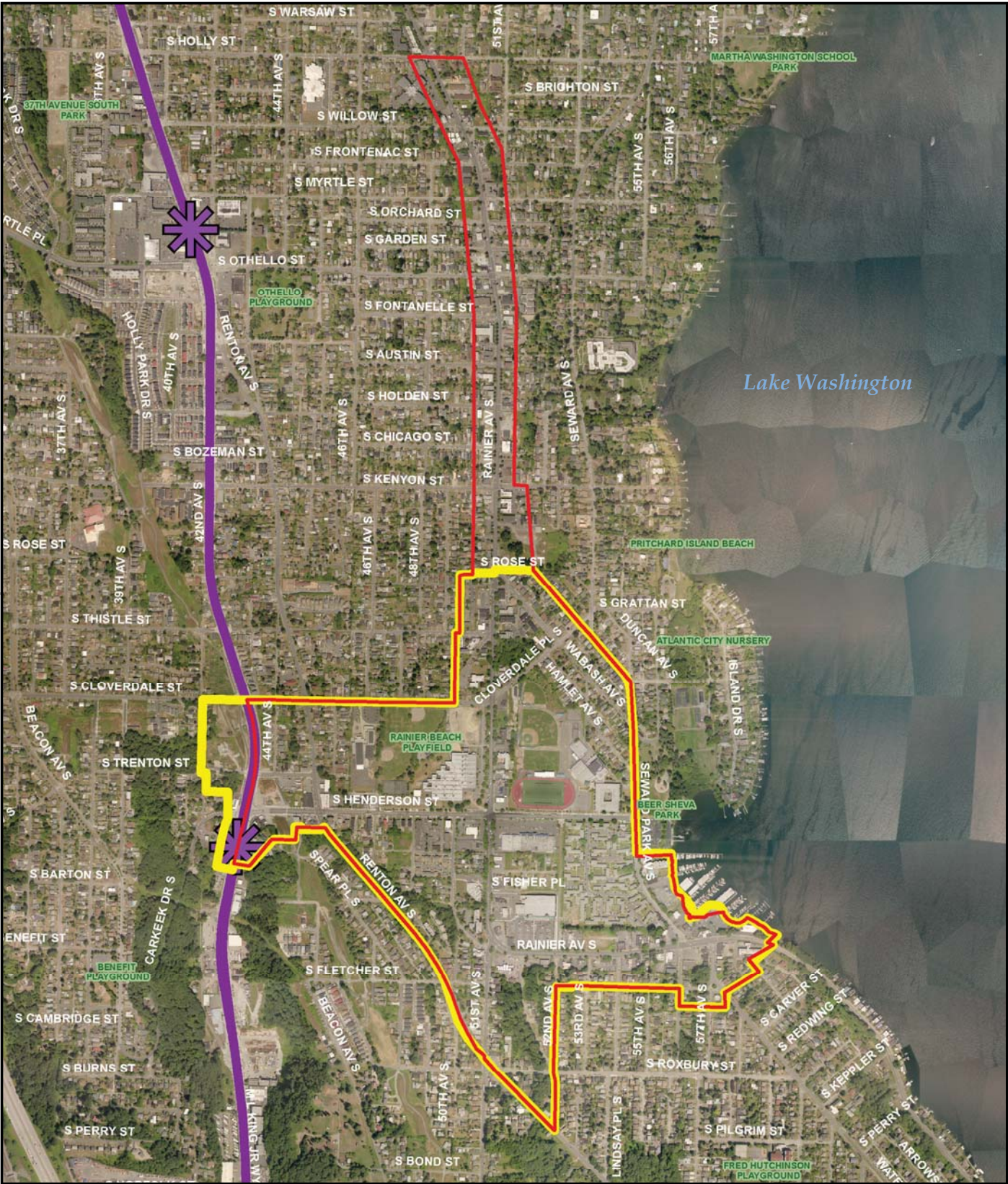
Place of Birth



*Entered U.S.
within prior 10 years:
49.4% of foreign born;
19.8% of total
population*

*Note: Native includes
born in U.S.,
Puerto Rico and
other U.S. island areas,
and born abroad
to American parents*

AERIAL MAP



Rainier Beach

Urban Village



Neighborhood Plan Area



Aerial Photo: 2007

LINK Light Rail



At-Grade / Aerial



Tunnel



0 0.05 0.1 0.2 0.3
Miles



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